BUILDING PARTNERSHIPS THROUGH PLANNING One Project At a time







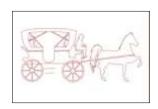




With a Briefing on How Planning Got its Start in Sullivan County, TN By: Ambre M. Torbett, AICP – Director of Planning & Codes





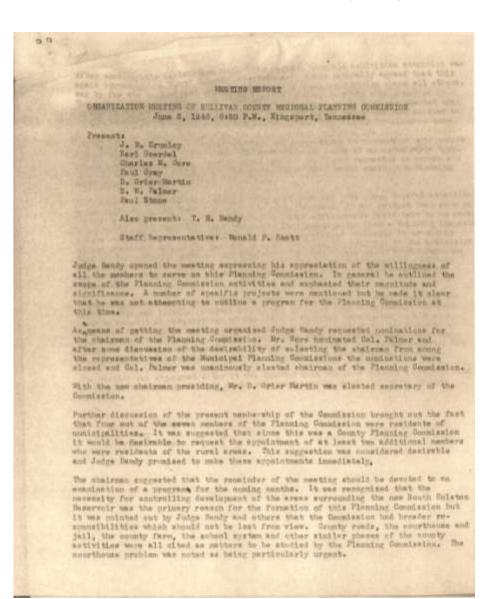








In 1948, the Sullivan County Regional Planning Commission met for the first time.



no time various possible activities attention was After equalizable and opmerate and it was consrally agreed that this egals turned to the St. waln's should remains attention shows all others. was by the the next of regulations and saming controls were extended in The rather of both wife on recognized as being important it was desided that figther fatally little b at least som simple measure of sentur sympol abould be searclast just as soon as resulted to order to present with out developments from weating undestrable some dition that would deteriorate . The antire arms. Emphasis was closed on sharifacity in the preparation of these cuttrals and experiences in connection with sening around the proposed Veterre State Park were stant as being of an unfestrable type, In reder to inclement this progress the tentucional staff was requested to seeing and Secolar the necessary cars and other information which would might the Plantage Semplesion to study the problem in datail. Do problem of administring such a sucing ordinance was next given expected attentions Bloss Bullivan County from not have a Bullitry Inspector in one evident that such an office would have to be established or one other agreements would have to be under which would accomplish this same purpose. The conceptus was that a Building Inspector office would have to be established and it was considered desirable to have this office organized apparately perfereing other functions in addition to the administration of the moning ordinance. In order that Sullivan County which profit from the especiances of other counties daving Building Emperiors the technical staff was requested to obtain conies of scenty building codes and similar very latious in Tennansow. A general scoference of land Playeing Symmiotime tald in Science, Tannessee the sight before was brisfly reviewed and it was recalled that an agreement had been sale to equalit representatives of the excious Planting Sundantons to wit on a countries for the purpose of accretizating planning activities to the wicinity of the South Salaton Scourrely. It was ettpdated that the stairmen and now other number of the Carriagion should be selected. Accordingly Col. Palmer selected My. Feel Stone for this appointment and Mr. Pout Gray was designated as attornable. The meeting was adjourned after it was decided that the meet meeting should be held as shot as the technical staff and here may netarial seaty for respectation, 1175+44 est Beylen D. Felment. A. J. Cray B. Orter Martine

In 1960 the PC was already discussing where to put the racetrack...

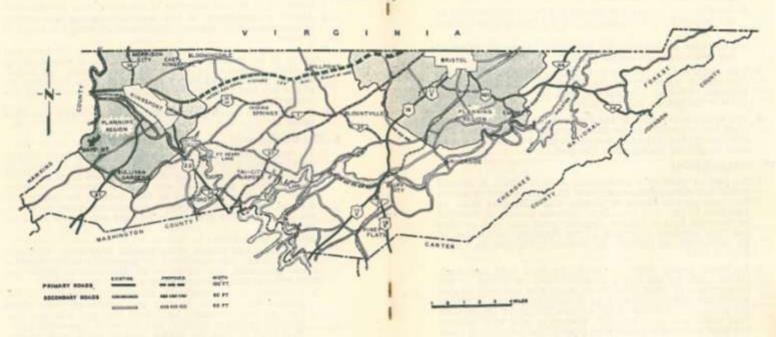
BULLIVAN COUNTY FLA! The regular meeting of the Sullivan County Figuring Commission was held in the County Court House in Blountville, Tennessee, November 19, 1960 at 8:00 P. N. Mamboris Absent: W. H. Wallnes, Paul Cray, Chairman Karl M. Harrop, Secretary Williage Gillen Harold Glover L. H. Faucatte Empest B. King Paul DiDell Irving Travia Also present: David S. Haynes, County At Carl Moore Lerry Carrier Staff Representative: Bill J. Starnes The Chairman of the Commission presided. The Chair all sotion taken at this meeting would be subject Firmation. The minutes of the previous meeting we Mr. Carl Moore presented a plat of a proposed automobile race on to be built near the intersection of U. S. Il-E (Bristol-Johnson City Highway) and the Piney Plats road. This facility, contained in approximately 130 acres, will include a one-half (t) mile asphaltic concrete track and concrete bleachers with a seating capacity of 15,000 persons. The track is sanctioned by MASCAR and there are plans to have two MASCAR races each year - the first being held during the latter part of July or the first of August 1961. Mr. Moore stated that in addition to automobile races the facilities will be used for carnivale, ball games, horse shows and many other civic enterprises, Mr. Gray stated that the Commission was delighted in seeing the Largor and this seemed to be a good development for the area. Also, since this did not require approval by the Planning Commission, the Commission would nevertheless recognize the fact that it had been menonted for their consideration. There being no further business before the Commission, the meeting ndjoorned at 9:30 P. M. Paul Gray, Chairman BJS:0b cot Mari M. Harry

Mr. Carl Moore presented a plat of a proposed automobile race track to be built dear the intersection of U. S. lief (Bristol-Johnson City Highway and the Piner Flats road. This facility contained To approximately 130 acres, will include a one-half (2) mile asphaltic concrete track and concrete bleschers with a sesting capacity of 15,000 persons. The track is sanctioned by MASCAR and there are plans to have two MASCAR Paces each year a the first being held during the letter part of July or the first of August 1961,

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SULLIVAN COUNTY MAJOR ROAD PLAN

SULLIVAN COUNTY PLANNING COMMISSION MAY 8, 1951



NOTE: THIS IS A GENERALIZED MAP AND IS NOT ACCURATE. A COPY OF THE OFFICIAL PLAN WITH CONTOUR LINES AND OTHER DATA IS ON FILE IN THE OFFICE OF THE COUNTY REGISTRAR AT BLOUNTVILLE.

EFFECTIVE JUNE 1, 1951

UNIFORM SUBDIVISION REGULATIONS SULLIVAN COUNTY, TENNESSEE



PREPARED AND ADOPTED

BY

Sullivan County Regional Planning Commission

Bristol Municipal — Regional Planning Commission

Kingsport Municipal — Regional Planning Commission

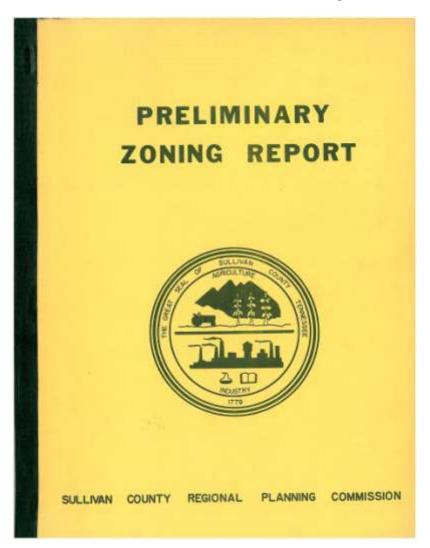


DEVELOPED WITH THE ASSISTANCE OF THE STAFF
OF THE

UPPER EAST TENNESSEE OFFICE OF THE TENNESSEE STATE PLANNING COMMISSION * The first planning regulation adopted by the county in 1951. This meant that any division of property would first have to be approved by the county to ensure adequate public road frontage and utilities. Interesting, the county sought approval from the city planning commissions as well. Large tracts were exempt from this regulation, which is why many land-locked parcels of land still remain today.

The Planning Commission has routinely updated the Subdivision Regulations to include new development techniques, changes in the TCA – State Enabling Legislation as well as other standards to ensure that the county is keeping up with common practices.

Zoning – Another Planning Tool



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	BESOLUTION NO. 20
	STHORELAND, COUNTY EXECUTIVE, AND THE HEMSELS OF THE
SULLIVAN COUNTY BOARD OF I	
VILLS THE _2518 BAY OF _	
RESOLUTION APPRORIZING	ADDRE COUNTY ZONING DESTRANCE FOR SHILLIAN COUNTY, TEMPLISSEE
	destinate demand Amendment
WHEHEAS, YENNESSEE COOK A	NER/TATION; SECTION, AUTHORIZES COUNTIES
70	
County, Tennesson, assess of, 19_gg	
	o, lemmessee is the fifth 15th! Engest county in lemmessee
and has undergone extensive a	shoulding in the unincorporated areas of the County with
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MICHERS. (here ore approxima)	taly 10,000 people fining in the unincomparated areas of
. Soft ivan County on en urban s	continuent without the wholestion albeited by Courts Incine, and
	ing program provides projection for the beatth, sufety,
and within for all property	course of Soffices County, and;
188 88 AS, The Suffront County	Board of County Commissioners requested that a comprehensive
coving program be prepared for	or review and consideration, and;
MMCHEAS, the Selfinan County	Board of County Commissioners established a Zowing Committee
to make a study of the area	irt a Compressive Justing Program, and;
MMCREAS, anid Inviny Committee	te did make a study and did seromend a courty caving program
for Sufficen County, and;	
WHEREAS, the Softismo County	Pfouncing Commission prepared a Comprehensive Lowing Ordinance,
including spring maps, and held three 13) open mortalists for public inspection and	
series of all zoning materia	f, and;
METERS, the Sefficien County	Planeing Commission, at angular meetings on Batch 15th,
	utoved a Comprehensive Zonina Ordinance and Rup for Sufficen
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	ntion for a toring Endances and May for Sufficient County.

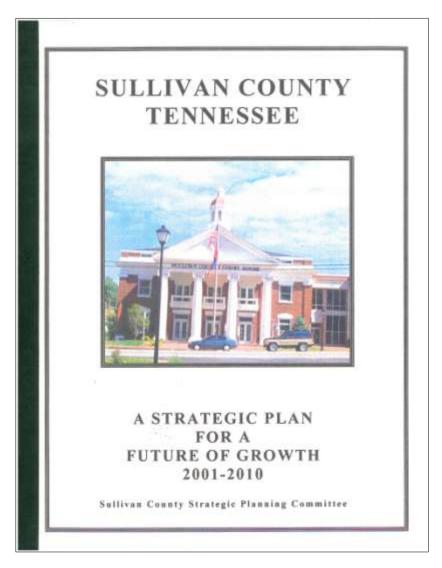
In 1971 the TN State Planning Commission prepared a Zoning Study for the county. However, it was not until August 15, 1988 that the 2nd and final reading of a Zoning Resolution was passed by County Commission. Thus the creation of the County Codes Office.

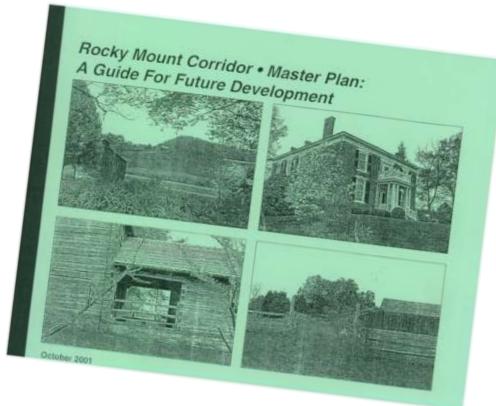
THE OFFICE:

What is it that we actually do everyday?

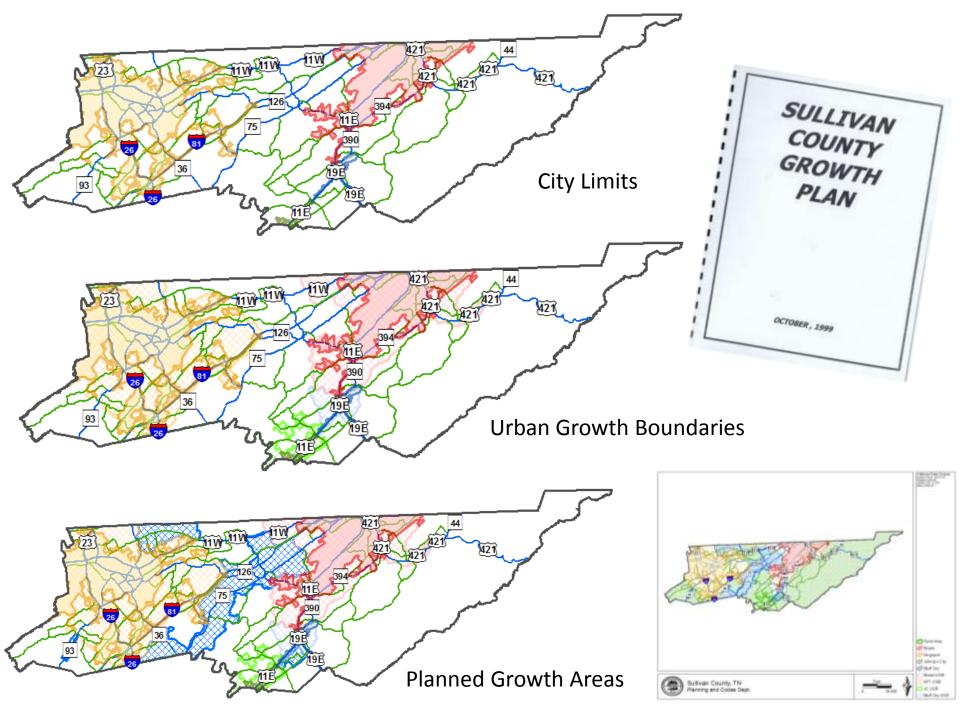
- Review all Minor and Major Subdivision Plats within our jurisdiction;
- Issue Building Permits on all residential structures over 120 square feet (IRC 2006);
- Issue Zoning Compliance Permits for all non-residential structures and developments;
- Administer the Flood Damage Prevention Resolution per the NFIP of FEMA;
- Administer the Stormwater Pollution Prevention Resolution per the EPA under TDEC oversight;
- Enforce the Property Maintenance Resolution;
- Advise the County Commission, Planning Commission, Board of Zoning Appeals, Board of Construction Appeals, Property Maintenance Board, Historic Zoning Commission and other committees on all planning and development related requests;
- Prepare all maps using GIS for planning related tasks, school department; Election
 Office and others as requested;
- Attend the Bristol MPO, Kingsport MPO, 1st District RPO, TAPA, TBOA and other committees and boards as may be assigned.
- Continually coordinate with the city planning staff Kingsport, Bristol, Bluff City, JC

Additionally, we coordinate, prepare and publish Long-Range Planning Documents such as:

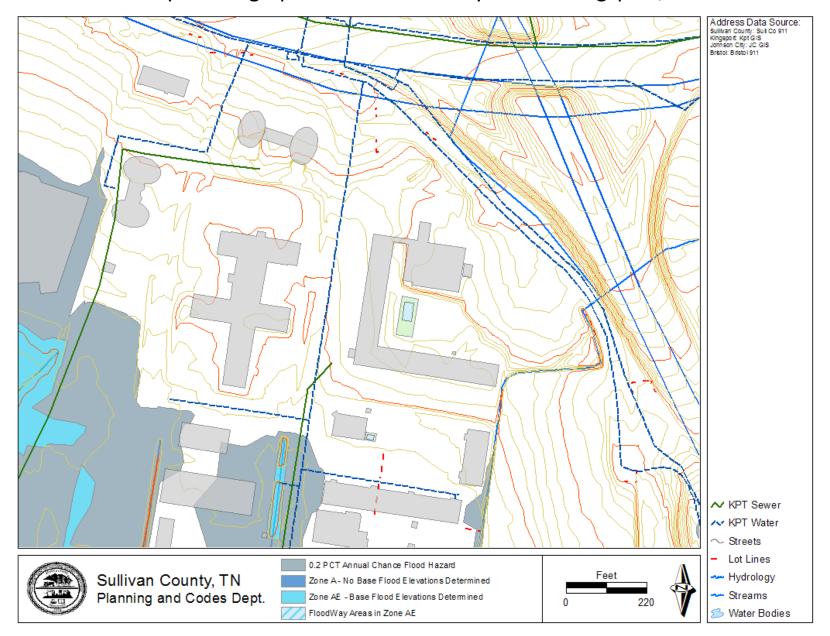




As well as



2006 – Partnership in Geographical Information Systems – Kingsport, Bristol & Sullivan





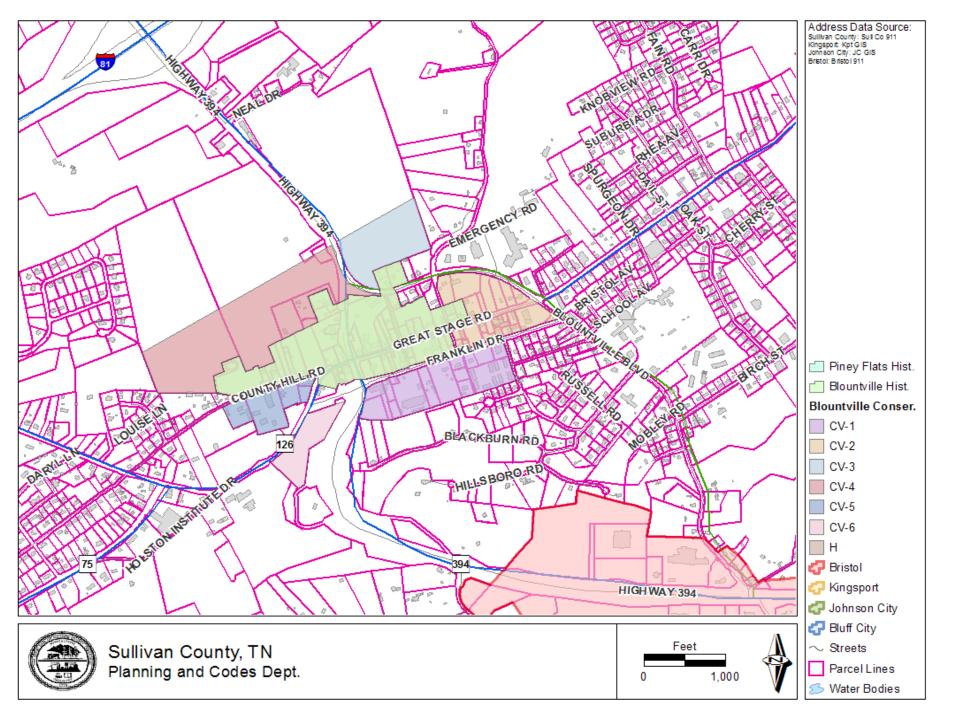


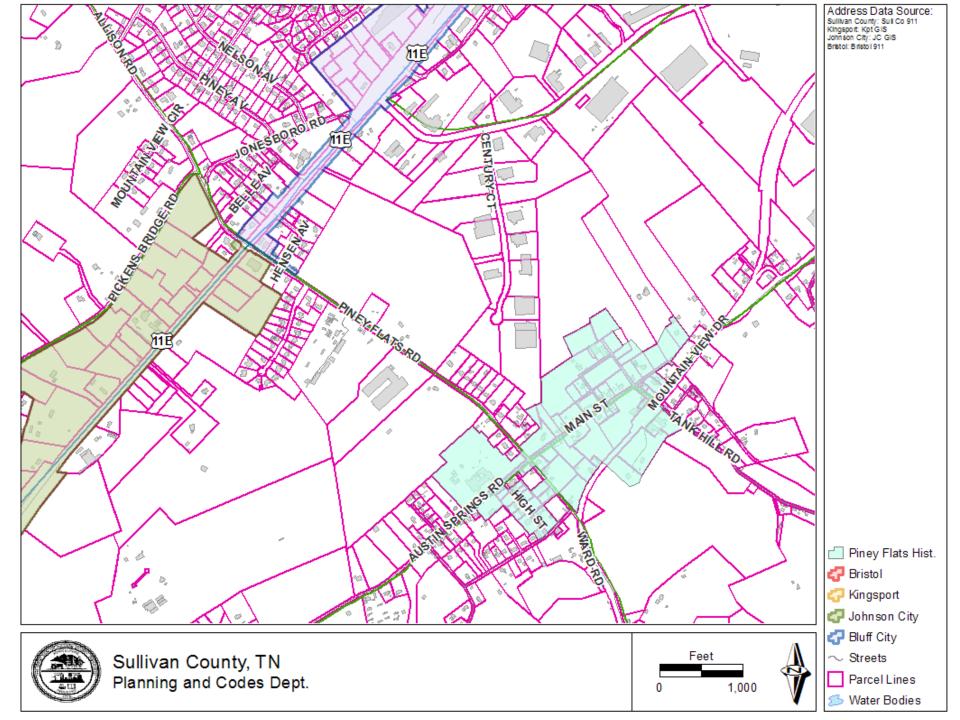
1997 Black and White Aerial Image

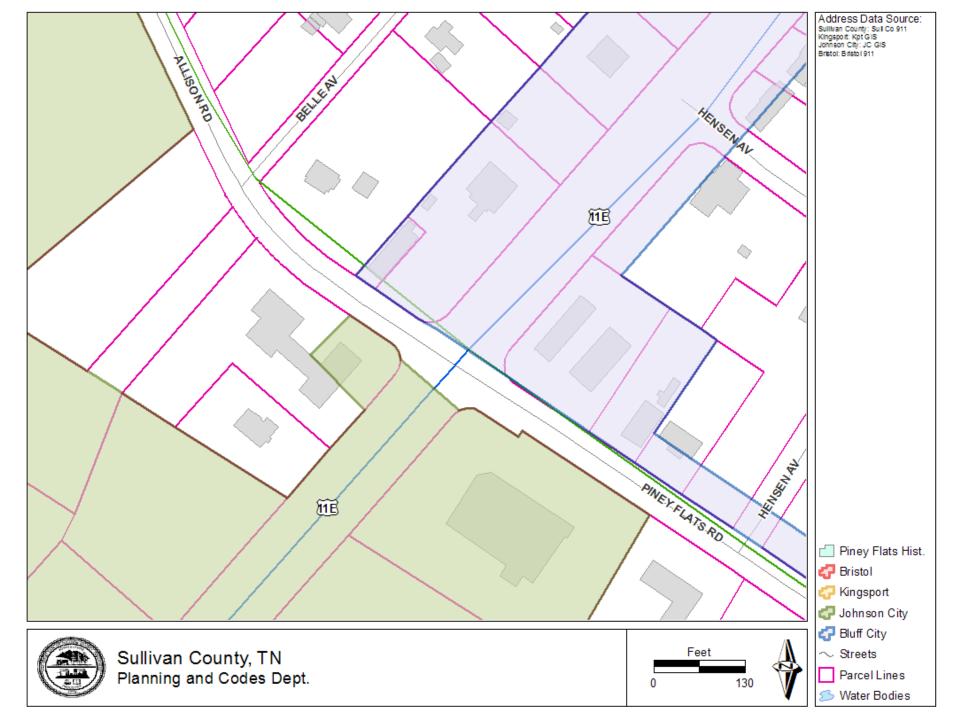


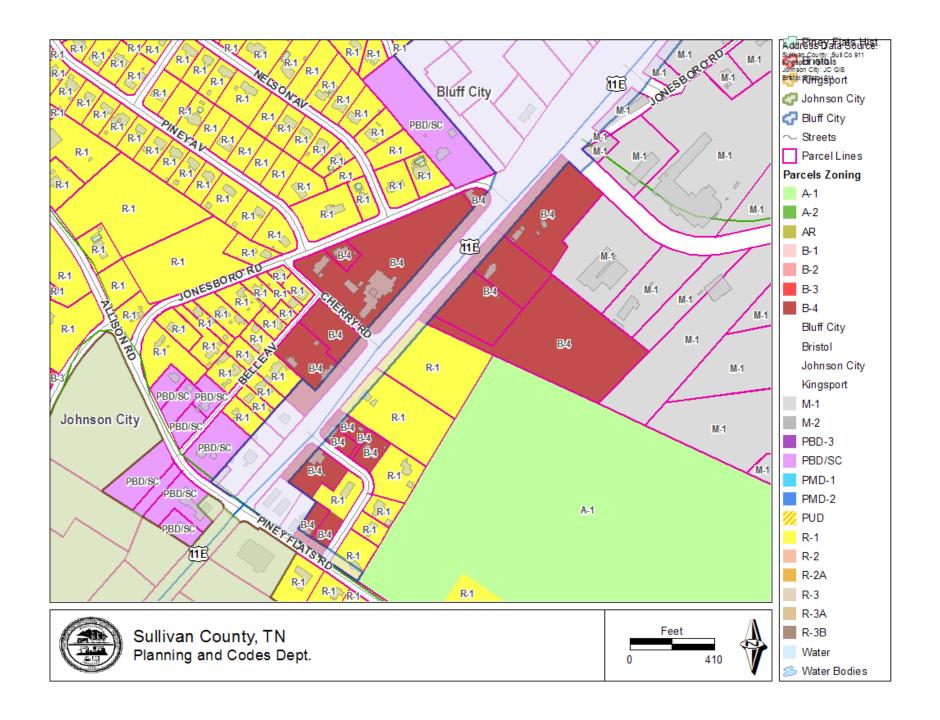
2006 1st time in color

2008 – Updated Aerial



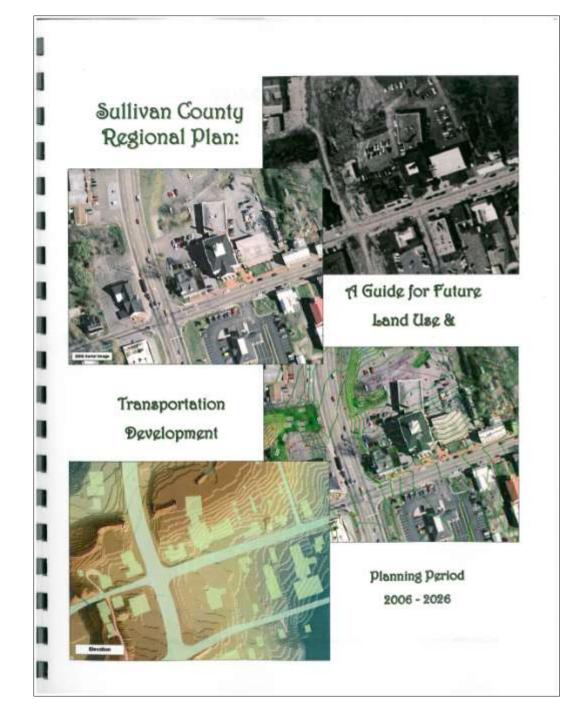




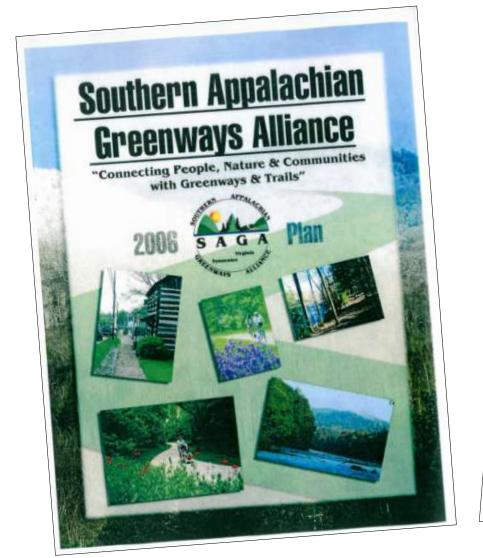


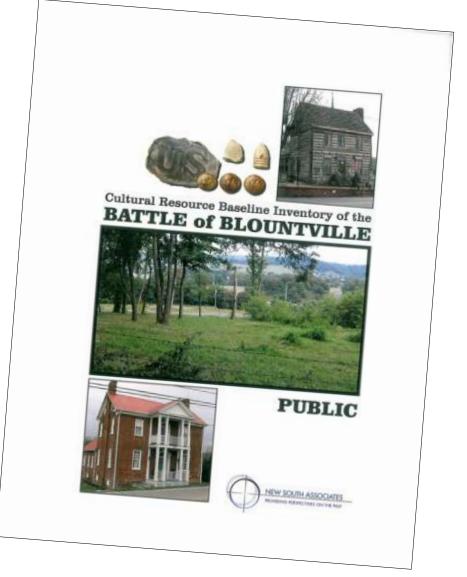
After two years of input from the Sullivan County Regional Planning Commission, city staff planners, the mayor, the public and press, I published the first update to the county's Land Use & Transportation Plan since 1970.

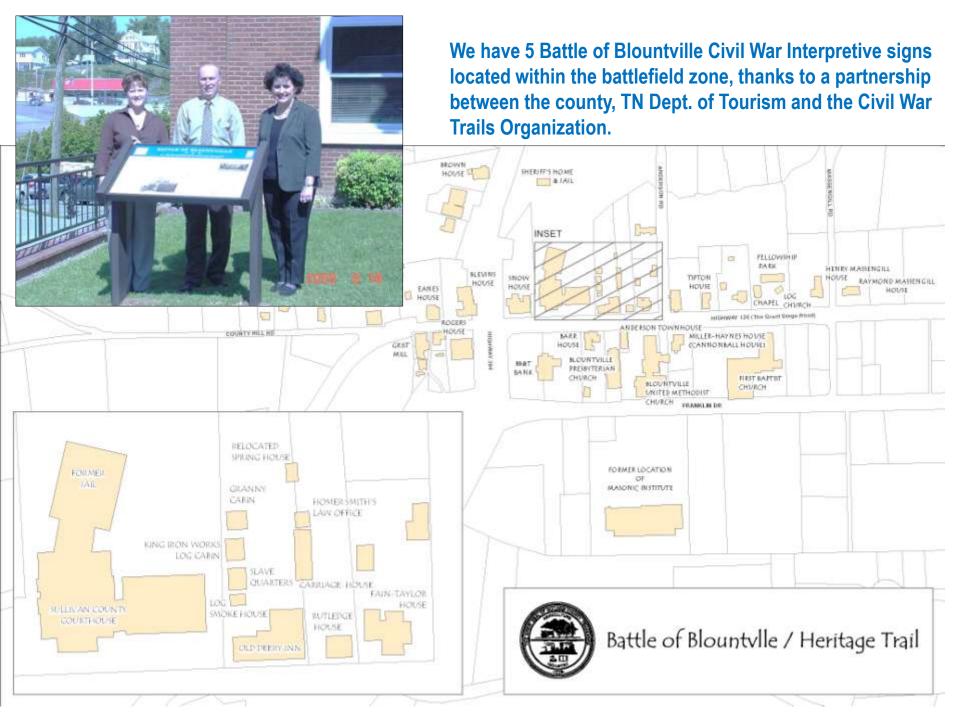
Utilizing the data from the 2000 Census and periodic updates as well as the Geographic Information Systems database maintained in the department, I was able to prepare the plan without using a planning consultant. Sometimes, you just learn more by doing...



Some other cool projects....







One of my favorite projects has been working on the master plan of the Overmountain Victory National Historic Trail – Sullivan County's 22-mile segment:

- Scenic Trail versus Historic Trail
- Commemorates the Battle of Kings Mountain with the Overmountain Men's victory over British Col. Ferguson's Army in a time when Washington's Army was losing the battle and Fort Charleston was under British control.
- A 330 mile trail from Abingdon, VA to Kings Mountain, SC
- Our part is about 22 miles on paper with 1 mile constructed so far and a Master Plan approved by the NPS (two grants awarded as "seed" money)
- Goes through the heart of Sullivan County from SEHS to Fort Womack to "Choates
 Ford (now known as Bluff City) and on down the Old Elizabethton Highway towards
 Sycamore Shoals.
- The Choate's Ford Walking Trail is the first segment certified in Sullivan County, which connects both sides of the Holston River, to the Senior Citizens Center and to the Bluff City Middle School campus – all along the primary historic route taken by the Overmountain Men.
- Project will be completed in phases as funding and resources permit:
 - Phase 1 − Choate's Ford Walking Trail and trailhead − completed ☺
 - Phase 2 Patriot's Trail and Outdoor Classroom initiated at SEHS campus
 - Phase 3 Mountain View Trail goes by Ridgewood BBQ, down to Sycamore Shoals State Historic Site









Receiving the Trail Certificate are Lt. Gov. Ron Ramsey; Ambre Torbett, Sullivan Co. Planning Director; Robert Thomas, Mayor; Betty Combs, Board of Education; Tom Anderson, Vice Mayor.





Overmountain Victory National Historic Trail



fall 2007

A progress report on the status of the Trail

Vol. 4, No. 1

elcome to the Overmountain Victory National Historic Trail

Five years ago, many people now reading this publication may not have even heard of this Trail, though it was authorized by the United States Congress in 1980. But today, more and more people and communities are partnering with the National Park Service to belp tell the story of the Overmountain Men of 1780. Together parmers are adding more certified trail segments and hosting special events and programs all along the historic route to help commemorate this important event in America's fight for independence over 225 years ago. This year's Progress Report shares stones from all along the Trail about the efforts of communities to increase the visibility of the Trail and to share its historic legacy. Through the end of 2007, we now have 67 miles of certified trail available for public use. This is four times the total amount certified by 2002! The OVNHT is continuing to grows and, we are pleased to welcome all who come to experience its story, to enjoy its beauty, and to travel the same historic path as those Patriot

We hope you enjoy your visit. Please linger and explore some or all of the 330 miles that make up the Overmountain Victory NHT. The Trail reveals a remarkable tale, step by step.

Paul Carson, Superintendent

History in the Hallways

New trail segment runs near Bluff City Middle School

hile changing classes, the students of Bluff City Middle School will be walking in history.

The first certified section of the OVNHT in Sullivan Co. 'TN was celebrated at a ceremony on September 24



Receiving the Trail Certificate are Lt. Gov. Ron Ramsey: Ambre Torbett, Sullivan Co. Planning Director; Robert Thomas, Mayor; Betty Combs, Board of Education; Tom Anderson, Vice Mayor.



The 400 students of BCMS watch OVTA marchers fire commemorative volley at their school.

in Bluff City. The historic route followed by the Virginia volunteers on their way to muster at Sycamore Shoals ran southwest from Choate's Ford and continued along where the middle school buildings now sit.

"We are installing commemorative brass caps in the floor of the halls to let students know

(Continued on page 6)

Exhibiting Courage—an Easy Touch

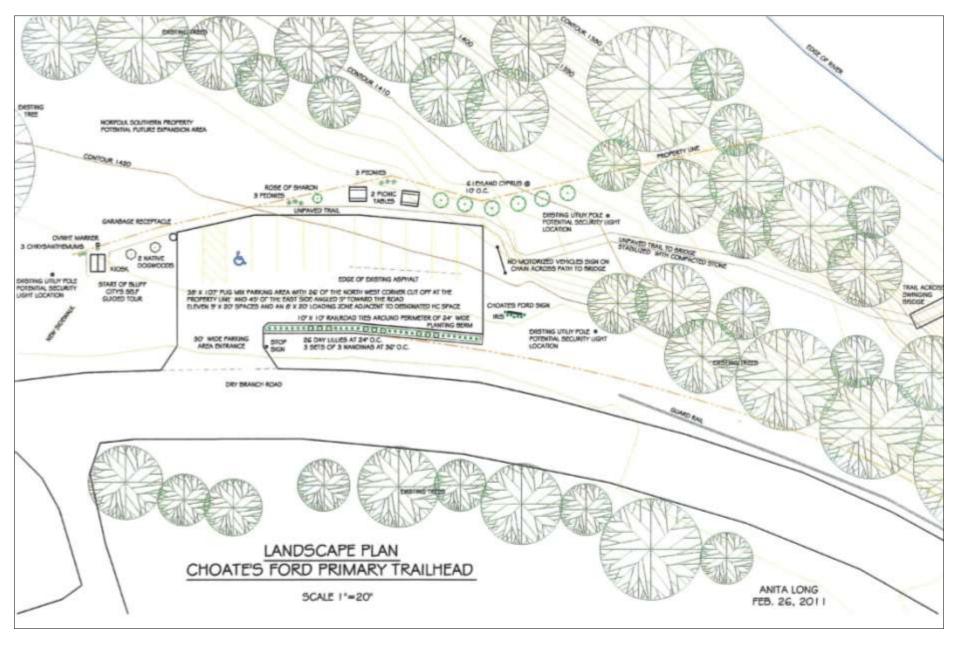
A new display at W. Kerr Scott Dam & Reservoir

isitors to the Yadkin River Valley can now get a feel for the Overmountain Men. A new educational exhibit with many "touchables" was erected in September at the W Kerr Scott Dam & Reservoir Visitor Center, Filling an entire wall of the existing museum that presents displays on natural history, the new exhibit includes a



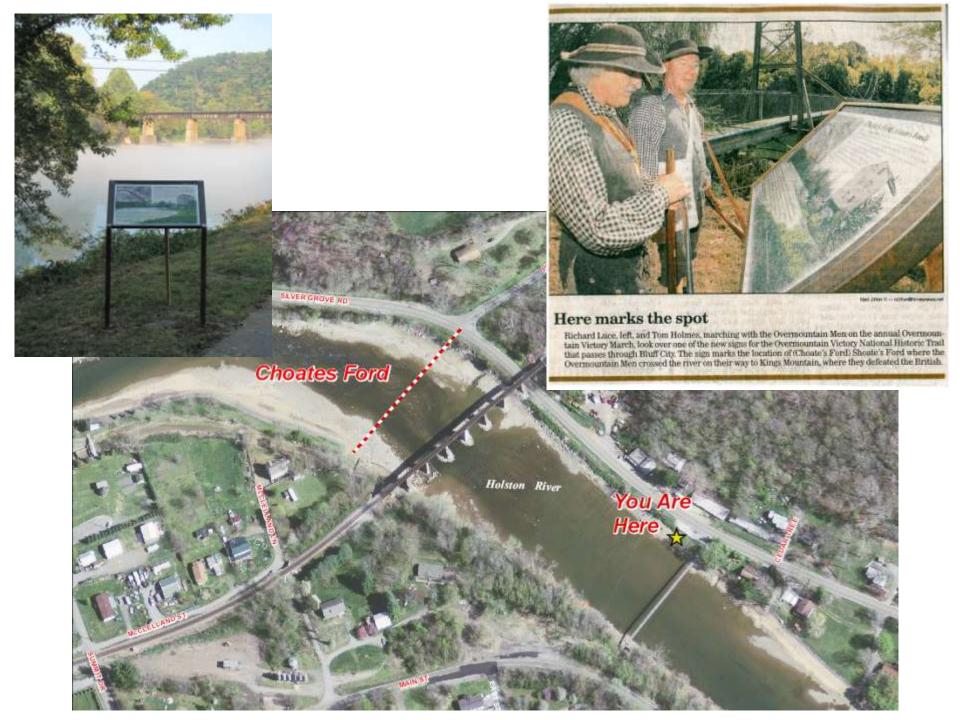


R.G. Absher inspects the new exhibit at W. Kerr Scott Dam & Reservoir Visitor Center.



Site plan commissioned by the NPS, using a local architect, constructed with grant funds, trailhead maintained by city and county, plantings done by volunteers, used by all.







Choate's Ford (Shoate's Ford)

Approximately 300 yards downstream lays the ford of the Holston River known as Choates Ford. This was the ford used by the Overmountain Men to cross the river, with its shallow depths and narrow span, making the terrain most suitable for horseback travel. On September 24, 1780 they marched along the Old Watauga Road that led from their mustering grounds in Abingdon, Virginia to their first encampment at Sycamore

Shoals the following day. Choate's ford is now covered somewhat by waters from the Tennessee Valley Authority's South Holston Lake; however trail markers have been placed on either side of the banks of the river to help delineate the ford area.

The Overmountain Victory National Historic Trail commemorates the primary routes used by the patriot militia in their campaign, which led to Kings Mountain, South Carolina, where on October 7, 1780 they defeated Loyalist forces, marking a turning point in the Revolutionary War. Long before the development of manmade structures, such as the railroad, swinging footbridge, Thomas bridge, the mill race or even flood control by TVA, this ford was used by the local settlers, Native Americans and the Overmountain Men, as it was the primary river crossing due to the conduciveness of the natural terrain. When first a settlement, this area was known only as Choates Ford.

For more information visit: www.nps.gowlovvi or www.ovtabig or www.sullivancounty.org/planning.htm " First cardistrial set the framer and dark of Chotes's Ford tors assess











Trail building can be done by 5 year olds as well as grown-ups. These are my best guys – AJ Torbett &





Many hands make light work!

Cephus

Stracken.











Partnerships Through Planning

Lessons Learned:

- Get the grant, then ask for permission to do the project;
- Never turn away a volunteer no matter how young;
- When you run out of money, plan for the next project. When the money comes in, you will have your plan ready for implementation (Plan your Work and then Work your Plan);
- Involve as many stakeholders as you can everybody just wants to be included – support can come from those you might not expect;
- Successful projects or plans are the result of a common vision it is not from the work of one.
- Planning can often feel disjointed, piecemeal and pointless never lose sight of the big picture;
- Creating public spaces to last for many generations is what it is all about.
- Keep the momentum alive with events Include volunteers in Trail maintenance Days such as on Arbor Day, Earth Day, National Trails Day, and Heritage Day. Recognize and Give Thanks!

Other Projects in the Works:

- Battle of Blountville Military State Park
 - Interpretive Trail Addition to Heritage Trail
 - Master Plan Piecing Together All of the Projects
 - Monuments Gateway Feature to Historic District
 - Battlefield Protection National Register (planning grant)
- Overmountain Victory Trail National Historic Trail
 - Implementation of Patriots Trail outdoor classroom at Sullivan East High School
 - Annual Heritage Day/Field Day at Schools with OVTA storytelling
 - Coordination with Rocky Mount, Sycamore Shoals and Abingdon's Craig Meadows/Muster Grounds
 - Archeological Survey of Fort Womack Historical Site
 - Trail Extensions 3 phases along primary historic route
- Blountville Farmers Market Relocation and Shelter
 - Coordination with BOB committee and UT Ext. Office
- Preservation and Restoration of the Old Sheriff's Home
 - Future Information Center for Historic District TDOT Grant

While I would rather be out trail-building and planting trees, normally I can be found in the basement of the old courthouse reviewing plans and permit applications...

Historical Data:		
Year	# of Permits	
1989	52	
1990	750	
1991	801	
1992	1010	
1993	1115	
1994	1271	
1995	1514	
1996	1927	
1997	1867	
1998	1783	
1999	1754	
2000	1601	
2001	1386	
2002	1380	
2003	1311	
2004	1142	
2005	1031	
2006	1056	
2007	1026	
2008	917	
2009	826	
2010	953	
2011	1342	

On average, we run approximately 130 inspections a month with 2 full time building inspectors (county divided in half). Our codes inspector fielded 153 complaints in 2011 and I reviewed 175 minor and major subdivision plats and plans.

In the 1990s our office had 2 clerks, 2 inspectors, 1 building official, 1 codes inspector, 1 engineer, and the state planning office. (7 in house staff along with the state office resources).

Today, we have 1 codes clerk, 2 inspectors (one of whom is the building official) 1 codes inspector, and 1 planning director. (5 total with 1 GIS person part-time).

On average, the county employees receive a cost of living increase of 1% to 1.6% once every 6 years with no such thing as merit raises or longevity raises.

For more information on any of these regulations and plans, please check out our website at:

www.sullivancountytn.gov/government/planning&codes